

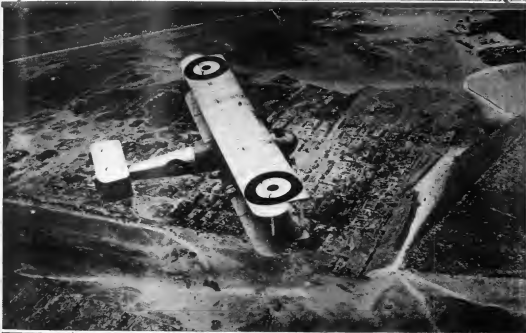
AVIATION

The Oldest American Aeronautical Magazine

NOVEMBER 5, 1923

Issued Weekly

PRICE 10 CENTS



Where ground transport is poor: British troop-carrier plane in Egypt

VOLUME
XV

SPECIAL FEATURES

NUMBER
19

STORY OF THE SCHNEIDER CUP RACE

LESSONS OF THE SCHNEIDER CUP SEAPLANE RACE

ARMY COMMITTEE FINDS AIR SERVICE SITUATION CRITICAL

THE GARDNER, MOFFAT CO., Inc.

HIGHLAND, N. Y.

225 FOURTH AVENUE, NEW YORK

Entered as Second-Class Matter, Nov. 22, 1920, at the Post Office at Highland, N. Y.
under Act of March 3, 1879.

CURTISS WINS AGAIN



NAVY CURTISS RACER

On Sept. 28, 1923 at Cowes, England, the Navy Curtiss Seaplanes with Curtiss D-12 Motors took first and second place in the International Races, winning the SCHNEIDER CUP and establishing a NEW WORLD'S SPEED RECORD FOR SEAPLANES—177 MILES PLUS PER HOUR.

On Oct. 6, 1923 at St. Louis, U.S.A., the Navy Curtiss Racers with Curtiss D-12-A Motors took first and second place winning the PULITZER TROPHY for the third successive year and again establishing a NEW WORLD'S SPEED RECORD—243 MILES PLUS PER HOUR.

The Curtiss Reed one-piece duralumin propellers were used in all these ships as well as in the Curtiss Oriole when Casey Jones won the "On to St. Louis" Race.

STANDS FOR SPEED WITH SAFETY

CURTISS AEROPLANE & MOTOR COMPANY, Inc.

Garden City, N. Y.

Factories at Garden City, N. Y. — Buffalo, N. Y.



Fighting Weather Hazards

Before airplanes can successfully compete throughout the year with other means of transportation, the difficulties which force them to seek land when bad weather is encountered must be overcome. Many problems still remain to be solved, of course, before our ships will be able to surmount all the hazards of the weather, but with the help of other industries, these problems can and are being overcome. A big step forward was taken when the night air mail experiments demonstrated that darkness need be no handicap to continuous flying.

One of the main drawbacks to year round

service has been cold weather. The natural low temperatures of winter time, combined with the low temperatures found at high altitudes make efficient engine lubrication difficult.

In some types of ships, devices for heating the lubricating oil are supplied; other types having exposed oil tanks and pipes require an oil which flows readily at low temperatures and yet withstands the high bearing pressures.

A lubricating oil which will overcome this problem of winter flying has been developed by the Standard Oil Company (Indiana).

Superla Aero Oil (Winter)

fulfills the demand for a low cold test, heavy bodied oil for use under high altitude or low temperature conditions. It withstands the high bearing pressures successfully, yet it flows freely at a temperature of 10° above zero (F.).

This oil, together with Stanolind Aviation Gasoline and Stanolind Aero Oil, are avail-

able everywhere in the territory served by this company.

These products and this service are the best which this company can offer, for we sincerely believe that it is a patriotic privilege to assist in the development of the aviation industry, constituting, as it does, a further economic resource for the protection of our country.

The official guide of the United States Flying Information Bureau, which is now on sale at all Standard Oil Company (Indiana) service stations, contains a complete survey map compiled by the National Aeronautical Association of the U. S. A., together with a list of landing fields at which Stanolind Aviation Gasoline and Stanolind and Superla Aero Oil may be obtained.

Three points are also listed in our booklet, "Plane Facts," a copy of which may be sent you free, on request.

STANDARD OIL COMPANY

910 S. Michigan Avenue

CHICAGO

CHICAGO, ILLINOIS

The Publisher's News Letter

Usually overorganization is a detriment rather than an aid. In attempting to cover all the various activities in this country which are concerned with aeronautical progress, the duplication and uncoordinated effort becomes particularly apparent to the publisher of an aviation paper. In almost every aerial agency there seems to be a tendency to spread out too thin over too large a field. It is possible that a delineation of effort might be a great help at this time.

Take the various civilian organizations that are interested in aircraft and its advancement. The National Aeronautic Association started its work last year with announcements about its scope which seemed to the overcautious young men in charge to cover the entire aeronautical field. The statement that it intended to coordinate all aeronautical activities was received by older and better established groups as if it were become apparent that instead of coordinating, the N.A.A. was rapidly assuming the position of overlordship. Fortunately this policy ran its course quickly and was stopped before it did serious damage. Since then the N.A.A. has been working for a definite policy. Until the past officer were elected, it was thought advisable to keep its work in well-defined channels. As the matter of scope will be considered by those in charge at meetings to be held shortly, no more pertinent suggestion can be made at this time than to express the hope that a clear statement of the N.A.A. scope will be made after giving due consideration to the function of other organizations.

In the industry there is the Manufacturers Aircraft Association and the Aeronautical Chamber of Commerce. The former is concerned mainly with the cross-industry agreement covering patents of its members and the trademark of payments made under this arrangement. The measurements of membership in this group were such that it was not possible for it to include all of the aircraft companies nor the accessory manufacturers. The Aeronautical Chamber of Commerce was formed to give the entire aircraft manufacturing field an opportunity to have an organization to look after the broad problems of the industry. Its purpose is constructive and it aims to foster every industrial phase of aeronautics. It protects relations and current status in its field. Its information service and press releases keep aeronautical matters before the public. It advocates uniformity of trade practices, assists in establishing landing fields and air routes, advocates aircraft legislation, arbitrates differences between members and in every way tries

to promote the advancement of the aeronautical industry. Its one limitation is that it cannot engage in any business for profit. So much for the industry.

The Society of Automotive Engineers has kept alive the engineering position of aeronautics by its participation in its automotive deliberations, the problems of strength and power plant engineering. At its meetings it has stressed the development of aviation and stimulated interest in the branch of engineering. Two aeronautical societies with similar aims had disappeared when the S.A.E. took up the work and gave the technical side of the art substantial support.

Then throughout the country there are Aero Clubs, Flying Clubs, Air Boards, Aviation Committees and three or four local chapters of the N.A.A. These local groups have striven to keep local aviation aroused with varying success. It is evident that there is great duplication here but there is no doubt in the minds of those who have studied the situation that centralized local groups have done much to promote a lively interest in aviation.

The Army and Navy Air Service Association was formed by officers during the war for the purpose of working together with a bond of mutual interest, the thousands of officers then in the Army and Navy air services. Instead of allowing it to become a powerful agency for assisting our air services through public support, it was seized upon by officers of the Army Air Service as a means of running a popular magazine on aviation. Not content with waiting the Association's funds in a hopeless publishing venture, it caused to be organized the Air Service Publishing Company, a business corporation in which it took stock and offered stock to civilians. The U. S. Air Service Magazine announced that it was no longer a service magazine. After another financial attack with this venture the Army and Navy Air Service Association has been dormant except as it has been useful in operating a publishing company which publishes a so-called "service" magazine.

What is the remedy? Obviously a agreement of all the agencies were engaged in promoting air activities so that there will be no overemphasis and duplication. An agreement by the various groups that are now in the field as to just what their functions are would do much to clarify the situation and make for aeronautical progress.

NOVEMBER 5, 1932

AVIATION

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THOMAS-MORSE AIRCRAFT CORPORATION

CONTRACTORS TO U. S. GOVERNMENT

ITHACA.



NEW YORK

EFFICIENCY

THE remarkably low fuel and oil consumption, together with the extremely light weight per horsepower make the Wright "T" engine the most efficient thus far produced.

The small space occupied by the "T" engine in planes adds tremendously to the general efficiency of the entire unit. The frontal area per H.P. is lower than others. The compactness is such they frequently can be installed in the same space formerly occupied by a 400 H.P. engine.

Wright production skill, together with Wright designing and engineering experience are constantly creating higher standards in aeronautical efficiency.

WRIGHT AERONAUTICAL CORPORATION
Dayton, New Jersey, U.S.A.



Efficiency tests disclosed that fuel and oil consumption of the Wright "T" engine in flight corresponded very closely in gallons to the consumption of a smaller engine of the same plane. The efficiency of the "T" dropped down to three conditions compared most favorably with the consumption tests of smaller engines.

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WRIGHT MODELS T ENGINES

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AVIATION

Vol. XV

NOVEMBER 5, 1923

No. 19

The Aeronautical Situation

THE official report of the committee appointed by the Secretary of War to investigate the present condition and future needs of the Army Air Service has been submitted to the Joint Army and Navy Board for further study. The report will remain a working paper in the path of progress of our aviation, and it deals fearlessly and clearly with the deplorable condition of American aeronautics. Not only does it sound the alarm for an awakening to the danger now facing the country, but it also stresses the preeminence of the industry with a full knowledge of its importance in national defense.

The Navy can be expected to make a similar report if given the opportunity, for Admiral Moffett said at St. Louis: "As to the Navy's situation, I would like to add to what General Patrick has said about the Army: The Navy is in the same condition, but it is twice as badly off, because we have only half what the Army has. That is where we stand. We need help just as much as they do, and feel the same way toward the subject, that General Patrick has so well expressed."

An Associated Presswriter of War Devia so aptly says: "What we are doing is literally starving to death the most vital branch of our national defense. If Congress does not make adequate appropriations in the near future, our Air Service will be rendered absolutely impotent."

Mr. Devia has given even stronger emphasis to his views in declaring that unless Congress grants larger appropriations for the Air Service, he will not assume the responsibility for lack of aircraft in any future emergency. No governmental effort could speak in stronger terms.

The whole blame for this deplorable state of affairs must be placed on Congress. What Congress wants is a definite continuing program for the defense of the country as a whole, and not piecemeal plans presented by several governmental agencies, all hoping to build up their own particular program. It is with this phase of aeronautical policy that the Joint Army and Navy Board should deal, let it ascertain how much could be saved by eliminating the duplication of work by the Army and Navy. Let it tell Congress and the country frankly and speedily just what amount it believes the Army and Navy needs and if such type can exist. Let it lay down a program for spending the appropriations in such manner that it will give the country equipment for service and not only for experimental purposes.

But there are wider aspects to this question. Aviation has for a number of years been cries of "Wail" before appropriations were made by Congress. Between seasons the offense was the subject of aviation has been most dishonouring. Military and naval aviation have through departmental rivalries now reached a stage where only one remedy seems to remain. That is to place the aeronautical status of the United States firmly before the country so that Congress will be compelled to act. We believe that this could best be accom-

plished by having the President appoint a civilian commission of nationally known men which would be charged with outlining a continuing national air policy—governmental and civilian. Such a commission should in the first place report on the various needs of the Army, the Navy, the Post Office Department, the Coast Guard, the Forest Service and all other government agencies which either use or manufacture winged aircraft for one purpose or the other. It should not only consider these needs, but also coordinate them in such manner as to avoid the present wasteful duplication of efforts. In the second place, the Commission should determine the place of civil aviation in the structure of national defense, and make recommendations for its development.

As this Commission would be completely free from departmental interests and limitations, many keen observers believe that only such a body of men could give the President, the Director of Budget and Commerce, and the national recommendations that they will require.

Engineering in Airplane Design

AIRCRAFT engineering development in the last few years has made its greatest progress through organized rather than individual effort. The aeronautical industry in this country is today in a difficult position because experimental aircraft can so easily be taken on by individuals or organizations so small that they cannot give sufficient attention, or have inadequate facilities, for engineering research and design.

Under the present system our aircraft business is competitive as to price, and entirely non-competitive as to final performance. And yet, so long as the Government is the only purchaser, its contracting officer must purchase at competitive prices, almost regardless of ultimate performance.

When an airplane and airplane like the Curtiss planes that won the Pulitzer and Schneider Trophies can be taken from the floor of the factory and immediately, without adjustment, break all existing world's records for speed, it is eloquent testimony as to the degree of accuracy with which the laboratory and design data can be relied upon.

Aeronautical progress will probably come in the future more as a result of a combination of engineers and specialists working on an aircraft problem than from the inspiration of individual effort of the airplane designer. Such a procedure will be necessarily expensive and will have to meet its own problems. It is not improbable that the aircraft industry may gradually be grouped into three distinct classes, the first, organizations capable of producing aircraft which result from the design of engineering specialists, second, the more or less independent companies built up around a capable aeronautical designer, and third, the manufacturer who thinks more of producing Chinese copies of a competitive price than any advance in the art.

Army Committee Finds Air Service Situation Critical

Copies of this report may be procured from the Superintendent of Documents, Government Printing Office, Washington, D. C., at 3 cents per copy.



Plan of course laid out for the Schneider Cup race held at Calcutta, England. The length of the course was 37.2 miles at 42.86 mph.

over the Dover-Dublin-Southampton course, which amounted 42.86 statute miles, and when the contestants had to cover five times. The weather was very fine, with light southerly and calm sea, although the wind freshened somewhat in the forenoon. It was decided to start the American planes first, followed 15 min. later by the Supermarine, which again would be followed 15 min. later by the French entries.

American's Victory

At 11 a. m. the signal was given for the start of the Navy-Curtis piloted by Lieutenant Irvine. He was followed by his teammate, Lieutenant Eitzenhouse, on the other CRL, but the third place of the American team, the PHS piloted by Lieutenant Ward, was unable to start as a result of engine trouble. Irvine finished his last lap, just when Ward on the Supermarine was crossing the starting line. Then the start was given to the three French machines, but only one of them, the CAMS 35 piloted by Peltier d'Arcy failed a moving buoy while trying to pick up speed and returned to its own base, while the Laithau of Delaunay did not get away at all owing to trouble with its tandem engine.

Ward experienced engine trouble in the second lap and landed off safety, which left the field clear for the two Americans and the solitary French. After each of them had covered a lap it was evident that our CRJs were much faster than England's last hope, the Supermarine, and that the Cup would go to America, leaving engine trouble. And so it did, for there was no engine on either machine. Eitzenhouse's CRJ for the five laps was 11 to 12 min. 28 4/5 sec, giving an average speed of 177.58 mi./hr., although he flew his last lap at the rate of 185.17 mi./hr. Irvine finished second with 12.04 mi./hr., and based on the Supermarine's second third place with 137.11 mi./hr. The victorious American won 29 mi. faster than the only foreign contestant who finished the race. It was a great day for American aviation. For the first time an American plane flew with an American engine and down by an American pilot had won the famous Schneider Cup, and had won it brilliantly.

The British Performance

The performance of David in the Supermarine boat was interesting and noteworthy. The American team was full of praise for the Supermarine organization and their manager, Mr. Scott Paine, who represents the highest type of sportsmanship, precision, reasonable brevity work and are "fair

out" for aviation is every way. Their boat "Sea Lion III" is a racing plane and also a rugged seaplane. It looked sufficient speed to win and could do no better than third.

The American team consisted of Earl F. W. Ward CRL, as skipper and alternate pilot; Lieutenant Irvine, and Eitzenhouse, pilot; Seaford Fox (Supply Corps), and seven mechanics. The Curtis and Wright companies provided mechanical assistance, and the services of Mr. Reed and Mr. Latham were of great value. Preliminary practice and test runs were carried out in the United States. Personnel and the seaplane arrived at Calcutta a month before the race, so that, despite very bad weather conditions, much practice was gained over the same. Champion crews were laid down by the going places, and all American pilots were thoroughly familiar with the turning points, and all rules and conditions governing the race.

Foreign Editorial Comment

The British press were tribute to the efficiency of the American organization. An English appreciation of the race, from the pen of W. H. Smyth, technical editor of *The Aeroplane*, which is reproduced further on, well shows the confidence our team created at Calcutta.

Commenting editorially on the race, C. G. Grey, Editor of *The Aeroplane*, writes:

"The American organization was beautiful, so often and so well as our own. The U. S. Naval officer in charge, Lieutenant Ward and the Curtis representative, Mr. Reed, had every reason to be proud of themselves and the machine which they represented. The American organization was extraordinarily fine plane of design and construction, the organization was excellent, and the pilots handled their machines with commendable skill."

A particularly significant comment is that made by *The Aeroplane* correspondent (Niles, Niles), as follows: "The clean cut American victory caused a great impression, particularly in certain circles which are prone to believe that on the other side of the Atlantic Ocean everything is easy, and that the American team were given their only victory."

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PERFORMANCE FIGURES OF SCHNEIDER CUP BOAT

Country	No.	Pilot	1st Lap		2nd Lap		3rd Lap		4th Lap		5th Lap		Total Time		Avg. Speed	
			Time	Mi./hr.	Time	Mi./hr.	Time	Mi./hr.	Time	Mi./hr.	Time	Mi./hr.	Time	Mi./hr.	Mi./hr.	Mi./hr.
America	1	Edward Irvine	30:01.5/18	180.18	14:48	178.12	14:11	182.12	14:58	174.71	14:57	177.58	59:09.1/18	175.15	177.58	177.58
Great Britain	2	Lieutenant Eitzenhouse	30:18.1/18	176.11	14:58	174.12	14:44	178.12	15:01	173.12	14:58	174.12	59:11.1/18	174.11	174.11	174.11
France	3	David	30:45.1/18	169.14	15:15	169.14	15:15	169.14	15:15	169.14	15:15	169.14	59:45.1/18	169.14	169.14	169.14

The Lesson of the Schneider Cup Race

"America Won Because it Entered the Most Perfect Examples Of Racing Aircraft Yet Seen in Europe"

(Under the above title W. H. Smyth, (Captain, Sea Lion III) contributed a very interesting article to our English contemporary *The Aeroplane*. It is reproduced here not only because of its evident technical value but also because of the clean sportsmanlike manner in which it appreciates the victory of our entries in the Schneider Cup race.—Editor.)

The American team won the Schneider Cup because they entered the most perfect examples of racing aircraft that have yet been seen in Europe. It is entirely beside the point to suggest that they were the best of their kind, for that would not have stood up to the Navy's test of the Schneider Cup race.

They stood up to the test in the weather that actually held them, and their behavior on the water was of a nature which showed that they were not only the best of their kind, but also the best of their kind in the world.

The Cleanest Things Ever Seen

As for the rest of the machines they are the cleanest things ever seen. The type 25 engine, which is the cleanest thing ever seen, is the cleanest thing ever seen. The type 25 engine, which is the cleanest thing ever seen, is the cleanest thing ever seen.

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and of the absence of any projecting girders that which it would be necessary to provide bulges in the airframe.

There are other engines which are cleanest thing ever seen, and which are cleanest thing ever seen. The type 25 engine, which is the cleanest thing ever seen, is the cleanest thing ever seen. The type 25 engine, which is the cleanest thing ever seen, is the cleanest thing ever seen.

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U. S. ARMY AND NAVY AIR FORCES

U. S. ARMY AIR SERVICE

Michigan Field Carnival on Nov. 6

The Air Carnival scheduled to be held at Michiel Field, Garden City, L. I. on Oct. 31 has been postponed to November Day, Nov. 6.

Just as the final plans were completed for what Michiel Field hoped to make the greatest Air Carnival yet staged by the Air Service, it was necessary to postpone the event. Corps Area, indicated that the War Department had decided to the report of H. L. Berkey of the Lords' Day Alliance and directed that the demonstration not be held on a Sunday, with less than forty eight hours to go to the widest publicity was given to the postponement of the demonstration to November Day, Nov. 6, but in spite of the several thousand persons journeyed to the Field, many from a distance of over a hundred miles.

The postponement of the demonstration to November Day was impossible to reach all. To say that these persons were disappointed expresses it rather weakly.

Conservative newspaper editors, judging the demonstration from the publicity it had received and the interest it had aroused, estimated the possible attendance at seventy-five thousand, and it is believed that this figure would have been reached. Whether it will be possible to again stimulate interest in the demonstration to that degree remains to be seen. Michiel Field hopes to make a supply effort to put the demonstration across and it is believed that it will require new attractions. Plans that we expected have been discussed by the press to a point where they are no longer of news value.

The Staffing Board is chosen a committee. With similar aims to talk about and the mutual cooperation of the press, and an editorial committee seems to favor the Air Service in the question at hand, Michiel Field will get off to another flying start. For the time the adverse action of some of the press will cost the Air Service \$10,000.

In order that the public might be familiar with the reasons for the postponement, the following statement was issued by Maj. William N. Hensley, A.S., Commanding Officer of Michiel Field, immediately upon receipt of the instructions from the War Department:

"The action of the Lords' Day Alliance has injured a worthy charity that is very close to the hearts of several persons in the Army. It is a pity that the wisdom and emphasis of the men who die in line of duty, will not induce those persons who believe that any day is a good day for charity, to make a point of attending the demonstration. It is a pity that the Army is so small that it may call on our part of the country with the good people who have supported as in this worthy cause we have already made arrangements to give over a larger and better demonstration than that planned for October 31st."

New Commandant for McCook Field

Col. J. S. Bader, on duty in Washington, D. C. in the office of Maj. Gen. Mason M. Patrick, Chief of the Air Service will probably be placed in command of McCook Field, Ohio, within a short time as successor to Col. W. W. Wyden, who, when he was transferred to some other station under Army regulations, which provide that officers must spend one year in five on active duty with troops.

The official orders have not yet been issued.

Changes in Stations

The 15th Oa. Sq. and the 26th Photo Sq. have been ordered from Chanute Field, Mo. to St. Louis Field, Mo. First Photo Sq. and 26th Air Intelligence Sq. have been ordered from Fort Bliss, Tex. to Marfa, Tex.

Relief for Aviators

Owing to the large number of aviators known who were not entered on the Army Air Service, it recently was proposed that arrangements be made by which some of the families of those killed should be made the beneficiaries of a relief fund. To this end Maj. Gen. Mason M. Patrick, Chief of the Air Service, ordered a board of officers of that service in Washington, D. C. to suggest an method by which a fund would be available to help those not well without means of support, as so frequently occurred. The board suggested that the fund be organized as a guarantee for those engaged in this hazardous occupation was higher than many of the lesser officers and enlisted men could pay.

The money suggested by the board led to the decision of the Army Relief Society, long established and for many years engaged in work of philanthropic character. Negotiations resulted in an arrangement with the society to make as its beneficiary the Air Service personnel. Of course, it did that already to as great an extent as possible, but no resources are somewhat limited, and could not begin to take care of all the worthy objects represented by the families of the Air Service personnel.

It finally was decided to raise funds by special Air Service events, most of them to be known as Air Comrades, all for the aid of the Army Relief Society, the plan was to take into the homes of the aviators a number of people of taking care of people that require aid as a result of air service casualties. Already the Air Service flying section has responded with enthusiasm, with the result that a manual recently held at Kirtland Field, N. M. Detent, yielded about \$35,000, and one at McCook Field, Ohio, about \$10,000, the total being more than ten times as in treasury of the society.

McCook Field News

According to airplanes, performance tests made with Curtiss Parnell P-16B plane at McCook Field gave the following results:

Actual ceiling, 23,600 ft., actual ceiling obtained during climb, 22,000 ft., theoretical service ceiling, 22,500 ft., actual service ceiling obtained during climb, 21,500 ft., rate of climb at sea level, 3,000 ft.

The De Bollender biplane has been ordered to the Air Service Technical Museum at McCook Field, where it will be placed on exhibition. The machine was built by the De Bollender biplane company, which was built by the De Bollender biplane company, which was built by the De Bollender biplane company.

A Blitch fitted with an inverted Liberty 400 hp engine was tested at McCook Field on Nov. 1, 1935, by a flight instructor. The aircraft was recently completed at Michiel Field. The propeller was the first in pool condition. Another destructive whirling test at 150 hp has been completed on a propeller designed for the Army-Curtiss P-16B plane. The propeller was tested at Michiel Field, Ohio, and was also in satisfactory condition at the end of the test.

The to-be-horn was a destructive test of 100 hp for the first at 150 hp was completed on a propeller. The propeller was tested at Michiel Field, Ohio, and was also in satisfactory condition at the end of the test. The propeller was tested at Michiel Field, Ohio, and was also in satisfactory condition at the end of the test.

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Dinner to Racing Pilots

A testimonial dinner to the Navy team of racing pilots who competed in the International Air Race at St. Louis, the Squadron Capt. Ross in England and the International Air Race at St. Louis, was given at the Banquet Club on Oct. 22 at a dinner attended with several aviators attending in and around Washington. In addition to officers of the Bureau of Aeronautics there were large delegations present from the Marine Corps at Quantico, the Army Air Service at Annapolis and various other branches of the Navy Department.

The dinner brought together for the first time since the war the Navy representatives who have no representation in the racing pilots, and showed attention on the occasion to the racing pilots, and showed attention on the occasion to the racing pilots, and showed attention on the occasion to the racing pilots.

The dinner was given at the Banquet Club on Oct. 22 at a dinner attended with several aviators attending in and around Washington.

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Forecasting to St. Louis Flight

The two F16s from the Naval Air Station at Pensacola, Fla., returned from St. Louis on Oct. 28. The airplane was accompanied by Lieut. Ralph Dawson. He went on leave while at St. Louis, and the plane was commandeered on the return trip by Lieut. Edward Griffiths.

The planes stopped at the following places: New Orleans, Houston, and Pensacola, La.; Greenville and Nashville, Miss.; Memphis, Tenn.; and Cape St. V. While waiting the planes, the two F16s from the Naval Air Station at Pensacola, Fla., returned from St. Louis on Oct. 28. The airplane was accompanied by Lieut. Ralph Dawson. He went on leave while at St. Louis, and the plane was commandeered on the return trip by Lieut. Edward Griffiths.

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From left to right: Commandant Lewis, F. O. Rogers and H. D. Palmer, U.S.M.C., on their flight from Santa Domingo to St. Louis, Mo.

So popular. The general influence of the transatlantic post finally to meet and paved the way for interesting demonstrations of the outstanding features of the races by the participants.

But Admiral Moffett, as Chief of the Bureau of Aeronautics, before the appreciation of Naval Aviation for the month of the anniversary year and awarded a prophetic note as to the future of the service.

Lt. Col. W. W. Ward, who headed the St. Louis and Kansas City, Mo., respectively, and Lieut. E. J. Lester, who represented the Navy at the International Air Race, responded to tests to their efforts and gave a convincing account of the tests which led up to and were awarded in the race.

The Navy and Design Sections of the Bureau of Aeronautics were called in to assist in the tests. The tests were conducted by the Navy and Design Sections of the Bureau of Aeronautics, who were called in to assist in the tests.

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Orders to Officers

Gen. Max F. Schofield, detached Squadron 1st, was detached to Naval Air Station, San Diego, Cal. Lieut. E. A. Pope, detached Squadron 1st, was detached to Naval Air Station, Pensacola, Fla.

Lieut. George Harold G. Grayson, detached U.S. North Atlantic Squadron, was detached to Naval Air Station, San Diego, Cal.

Lieut. John S. Quinlan, detached Navy Unit, Norfolk, Va. Naval Air Station, San Diego, Cal.

Lieut. J. D. Turner, detached Squadron 1st, was detached to Naval Air Station, San Diego, Cal.

Lieut. Thomas F. Jeter, detached Squadron 1st, was detached to Naval Air Station, San Diego, Cal.

Lieut. George F. Kelle, detached Squadron 1st, was detached to Naval Air Station, San Diego, Cal.

Dance at Anacostia

A dance was held at the Naval Air Station at Anacostia, D. C. on Saturday night, Oct. 26, in celebration of the first anniversary of the establishment of the Naval Air Station at Anacostia. The dance was attended by several hundred people, and was a great success.



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